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COUNTRY Germ	any (Russian Zone)			DATE DISTR.	13 February	1951
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1. 25X1	The following info	rmation [for 10) and 15 December		25X1
	Stocks of locomoti	ve coal (in:	metric tons).			•
		Hard coal	Brown coal briquettes	Coal dust	- Anna San Carlo and Anna San Carlo and Anna Anna Anna Anna Anna Anna Anna	
	10 December					
•	Service coal	9,492	16,922	127		
	Imergency reserve	96,000	23,200			
	Daily consumption	1,948	10,736	27		
	15 December					
	Service coal	8,712	15,641	20		•
	Emergency reserve	97,400	29,100	unis		
	Daily consumption	2,323	18,916	79 *		
	Number of loaded t	rains awaiti	ng dispatch.	•		
	10 December: There 2,315 cars, include the uranium ore min and the U.S.S.R.; nations within the 15 December: There	ling six training distriction 20 for Baltice zone.	ns bound for Au t; 22 to be dis c Sea ports and og of 48 trains	e, the center of patched to Polan 10 bound for do	d sti-	
	2,063 cars. Of the and the U.S.S.R.; nations within the	ese trains fi eight for Ra	ve were bound i	for Aue: 18 for ?	oland	
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CENTRAL INTELLIGENCE AGENCY						
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Park of operational freight cars.

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There was a total of 81,846 cars on 10 Jecomber, and 82,871 on 15 December. ***

Comment. The total stock of coal available in the zone would be adequate for 7½ days. Compare with the status of 18 October 1950 when 210,500 tons, or a stock for 12 days, were available. The coal reserve has decreased considerably due to the higher rate of consumption during the winter.

For the same reason it is believed that the amount of coal needed for one day has risen from 18,000 to more than 20,000 tons. The higher consumption of coal dust is probably caused by a constantly increasing employment of coal-dust firing locomotives.

Comment. The backlog of undispatched trains is rather high. The backlog may have been caused by seasonal operational difficulties prevailing during winter months.

Comment. For the last three months the operational park of freight cars has amounted to approximately \$2,000 cars.

